

**DEPARTMENT OF TRANSPORTATION****DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000531**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 27-Nov-2007**Location:** Changxing Island, Shanghai, China**Submittals(New / Total):****CWR's:** 7 / 35**HSR's:** 5 / 17**NCR's:** 1 / 16

Item	Title	Detail
1	Meetings attended	<p>At 0900 hours I attended the SAS Weekly Fabrication Update. During the meeting the following topics were discussed: (1) Development of the Closed Rib UT Procedure: METS has received a set of calibration blocks and estimates another two weeks to help ABF finalize the procedure (2) Closed Rib Weld Trials (2) ABF and CT met on 20-NOV-07 to discuss the macro-etch samples taken from the two locations of the closed rib weld trial to evaluate acceptability of weld overlap. Nine samples were taken from two locations which represented three scenarios of weld overlap; acceptable, unacceptable, and areas where acceptability was not agreed upon by ABF and CT. Based on the evaluation of the samples, CT asked ABF if they plan to reevaluate their position regarding the acceptability of the weld trial; ABF did not answer this question during the 20-NOV meeting as they wanted to discuss internally before commenting. (3) OBG Deck Panel Mock-Up: The two sections of the mock-up have been positioned to butt-weld together. CT is awaiting the submittal of their WPS in order for ABF/ZPMC to proceed with this weld. This mock-up has not progressed since 22-NOV-07. (4) Tower Mock-Ups: ABF/ZPMC have been welding the longitudinal stiffeners to the skin plates using the 1G position for the Skins A and E and the 2G position for Skins B, C, and D. CT has expressed to ABF/ZPMC their concern that their method for welding the PJP welds on Skins A and E were not in conformance with their Fabrication and Welding Sequence Plans. ABF/ZPMC agreed they welded them out of conformance with their plan, but feel this isn't a major issue since they believe they have demonstrated they can weld the 2G PJP with their gantry welder on previous skins. (5) The 89-m diaphragm assembly is being machined at ChangJiang Base in Pudong. See notes from 26-NOV-07 for more detail. (6) Tower Production: Pier 7 has not formally responded to ABF's request to begin fabrication of butt welds for Skin Plates and Diaphragms. It was discussed that this letter would be issued no later than the end of this week.</p>

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2	Meetings attended	<p>At 1300 hours I attended the Daily Stand-Up/Issues Meeting with ABF/ZPMC. During the meeting the following items were discussed: (1) HSR's and the use of mechanical means to aide in the straightening. CT explained to ABF/ZPMC that we have recently witnessed improper use of mechanical means in combination with applying heat to straighten members. ABF/ZPMC appeared to understand, but ZPMC expressed that they would prefer to use active pressure during heating because it makes the process faster. CT stated this would be unacceptable. (2) ZPMC asked about the status of some HSR's and CWR's. CT stated they were in review. (3) WPS for OBG Mock-Up splice was submitted today (4) Dave Williams of ABF retracted his statement from the meeting yesterday regarding ABF rejecting Skins A and E of the 89-m mock-up. Mr. Williams reiterated that ABF/ZPMC agree they welded these skins out of conformance with their plan, but they have demonstrated they can weld the 2G PJP with their gantry welder on previous skins. CT stated this would have to be readdressed since it appears we have an issue with following approved plans.</p>
3	Key conversations	<p>At 0945 hours Steve Lawton of ABF informed me that ZPMC would begin bending of 20mm plates for the OBG at the Wuxi Boiler Facility starting on 30-NOV-07. He also requested to know whether CT would be sending personnel to witness the bending. I notified him that we would have to check the schedule and get back with him later.</p>
4	Key conversations	<p>At approximately 1230 hours I met with Dave Williams and Gang Jiao of ABF to discuss their paint systems for the SAS. During the meeting Mr. Williams stated they were going to meet with ZPMC today at 1430 hours today to discuss the use of the Ameron paint system which has failed testing at the CT Transportation Laboratory. Mr. Williams also stated he wanted to find out what ZPMC's plans were to get the material retested or if they would be willing to select another paint supplier as a contingency plan. In order to help ABF better understand the issues with the Ameron paint, Mr. Williams requested CT to provide a letter or test results indicating why the Ameron paint system failed. Mr. Williams also requested CT to verify that International Paint Company had a comparable product which had already passed the testing. I informed him that the Department could provide test results and discuss the retesting procedures, but the Department could not recommend one supplier over another. Mr. Williams agreed and requested to get the paint testing results from the Department.</p>
Inspected By: Smith,Ryan		Quality Assurance Inspector
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